



Hongkong Daily Press

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Prescriptions carefully fitted.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

No. 19,101.

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日一廿月七年未己

HONGKONG, SATURDAY, AUGUST 16TH, 1919

六拜禮

號陸拾月八年捌國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Bags 75 lbs. net.
In Bags 50 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.

AQUARIUS WATERS.

Shipped by the

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CARTRIDGES! CARTRIDGES!

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SPORTING CARTRIDGES,
12, 16 and 20 bore. Loaded
with E. C. Powder, a powder
which gives universal satisfaction.

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A LING & CO.

19, QUEEN'S ROAD CENTRAL

Hongkong.

FURNITURE AND PHOTO GOODS

GLASS ETCHING, SIGN-BOARD AND

CANTON MARBLE, VASES, SHADES,

Photographic Goods of Every Description

Developing, Printing and Enlarging

Undertaken.

TELEPHONE 1918.

178

PEAK TRAMWAY COMPANY

LIMITED.

TIME-TABLE

WEEK DAYS.

1.00 a.m. to 8.00 a.m. Every 15 minutes

8.00 " " " " " " " " " " " "

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KOWLOON-CANTON RAILWAY.

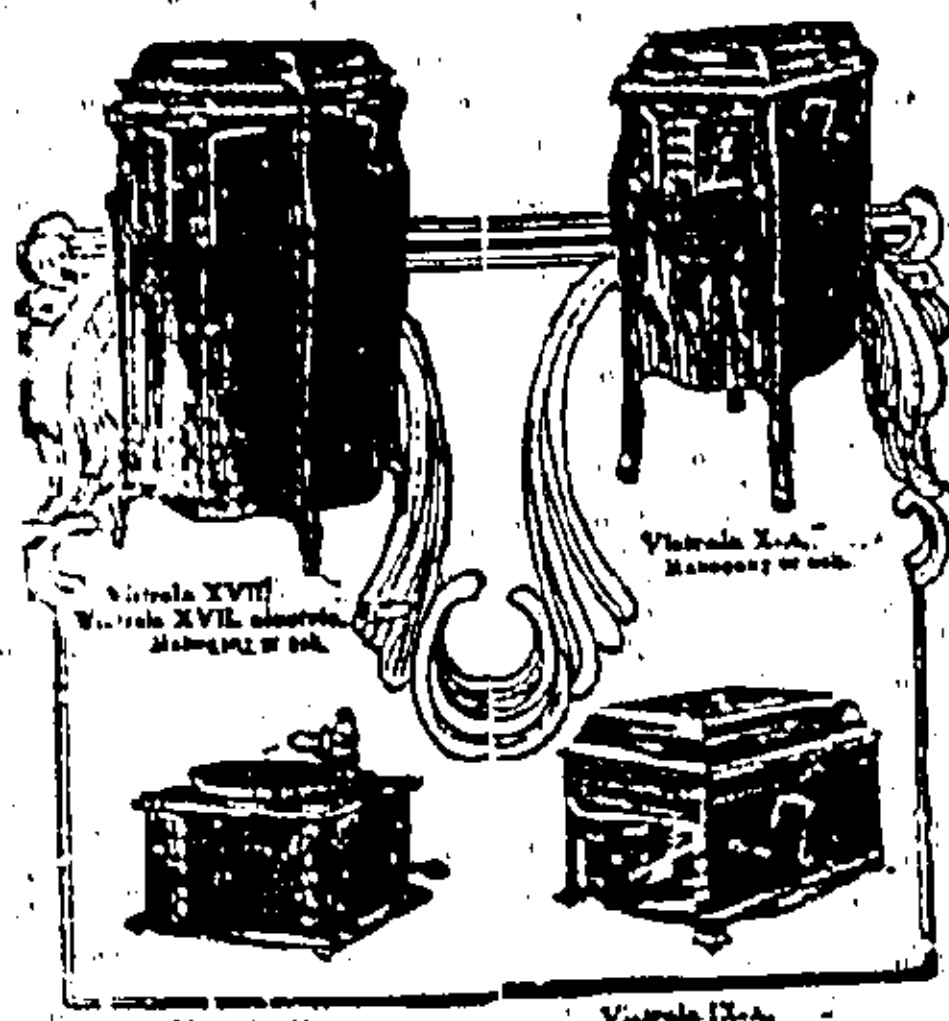
TIME-TABLE.

On and after THURSDAY, NOVEMBER 7TH, 1918, and further Notices.

DOWN TRAINS.

Stations	No. 1 Through Express A.M.	No. 2 Local A.M.	No. 3 Through Express P.M.	No. 4 Local P.M.	No. 5 Through Express P.M.	No. 6 Local P.M.	No. 7 Through Express P.M.	No. 8 Local P.M.	No. 9 Through Express P.M.	No. 10 Local P.M.	No. 11 Through Express P.M.	No. 12 Local P.M.	No. 13 Through Express P.M.	No. 14 Local P.M.	No. 15 Through Express P.M.	No. 16 Local P.M.	No. 17 Through Express P.M.	No. 18 Local P.M.	No. 19 Through Express P.M.	No. 20 Local P.M.	No. 21 Through Express P.M.	No. 22 Local P.M.	No. 23 Through Express P.M.	No. 24 Local P.M.	No. 25 Through Express P.M.	No. 26 Local P.M.	No. 27 Through Express P.M.	No. 28 Local P.M.	No. 29 Through Express P.M.	No. 30 Local P.M.	No. 31 Through Express P.M.	No. 32 Local P.M.	No. 33 Through Express P.M.	No. 34 Local P.M.	No. 35 Through Express P.M.	No. 36 Local P.M.	No. 37 Through Express P.M.	No. 38 Local P.M.	No. 39 Through Express P.M.	No. 40 Local P.M.	No. 41 Through Express P.M.	No. 42 Local P.M.	No. 43 Through Express P.M.	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Could you ask a safer guide? Certainly no one is better qualified to judge a musical instrument. They know music. Their life-work is music. And Melba, McCormack, Caruso, Farmer, Galli-Curci, Gluck, Homer and a host of other world-famous artists have chosen the Victrola to carry their superb art on Victor records exclusively to all the world.

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WASHING COATS
Made of Palm Beach Cloth, are light in weight, smartly cut and will retain their shape after washing.

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Made of cream Gabardine, well cut and finished and will not shrink.

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667

THE CORONET

August 16th at 5.15 & 9.15 p.m.

August 17th at 6 & 9.15 p.m.

D. W. GRIFFITH'S MASTERPIECE

"INTOLERANCE."

Prices \$1.50 and 75 cents. Booking at Robinsons.

Patrons are requested to be in their seats at the advertised time for starting the performance, as, owing to the length of the picture, it is necessary to start absolutely on time.

SCIENCE AND THE WAR. NATIONAL PHYSICAL LABORATORY.

CREATING A NEW INDUSTRY.

BY A SPECIAL CORRESPONDENT TO "THE DAILY TELEGRAPH."

It is hardly a secret to state that certain scientists at Teddington and elsewhere, before the war, endeavoured to persuade the authorities that the position of this country with regard to the production of optical glass was a very serious one. It took the war to convince the Government that the scientists were right, and most of us can remember the frantic appeals which were made to the general public to hand over to the Army anything which even looked like a field glass. Successive Governments having, consequently, for many years, calmly ignored our danger, both regarding optical and chemical glass manufacture and the provision of porcelains, etc., for the high temperature work of modern industry, were of opinion, apparently, that all that was necessary was to make the good people at Teddington a grant, when they would at once discover the data necessary for the establishment of the British manufacture of these German and foreign monopolies. Even with these belated grants, much was accomplished, both at Teddington and elsewhere, to meet the requirements of the war. But it is more than that. It is the establishment in this country, as a contribution to reconstruction, of an industry of scientific glass manufacture, and an industry for the manufacture of the various industrial porcelains and refractories, with which the National Laboratory must collaborate, as did the German Reichsanstalt, with similar trades in what was the Kaiser's country. The laboratory will act, as they do in other directions, as our public standardizing body, and will carry through the necessary tests from time to time, and issue the terms of the new standards.

One of the most wonderful instruments in the world, being a device which alone has made possible much of the work mentioned, is a curve plotting chronograph in the Metallurgical Department. It is by the use of this delicate piece of mechanism, the invention of Dr. Bosenheim, that the study of thermal changes in metals and alloys is carried out with the accuracy required which enables the scientists to see how to compose alloys of a character best suited for the conditions to which they are to be subjected. On this device, a thermo-electric junction between the metal and the instrument moves a spot of light according to the temperature of the metal, and the tapping of a key by the observer registers inverse rate heating and cooling curves direct, enabling all internal changes in system of alloys to be mapped out correctly, and without any of the counting of chronograph tapes and curve plotting by hand, which was so tedious a method and so unsatisfactory in result. This is but one of the many clever and original devices designed here since war began, and it is satisfactory to be able to add, at a time when so many persons are little of Teddington's superiority, that it is considered at Teddington that the firm at Cambridge, London and Glasgow are the best makers of scientific instruments in the world.

It has been mentioned, night flying in aeroplanes having automatic stability in the direct development of the work at Teddington, which is the official laboratory for the Advisory Committee for Aeronautics. Tunneling, for the testing of models of either aeroplanes or aeroplanes, which were, it may be remembered, amongst the first suggestions adopted practically when the Advisory Committee was formed in 1909, have proved a big success, and the various improvements effected in the recording apparatus attached to these tunnels have added greatly to their usefulness. Here the ratio of lift and drift has been determined, and the formulae for the construction of all classes of practical aircraft gradually defined and brought to the exact terms of science. Experiments dealing with the "dip" of bombs have been numerous, and that they have been pregnant of good results the effects of our aeroplanes in fields abroad bear witness. Indeed, so successful has been the work carried out in these wind tunnels, that a new one, with inside dimensions of 14ft. by 7ft. (double the dimensions of any existing tunnel here) is now being constructed, wherein the work can obviously be conducted under conditions which more nearly approach those governing practical flying.

It is a reminder of what has been, and of the necessity felt for making provision for the future, to learn that in similar tunnels today a most interesting and instructive series of experiments is being made in connection with questions dealing with velocity and the flight of bullets. Of course, the tunnels fulfil very much the same function as does the famous Froude experiment tank in another building in questions regarding craft on and under the water. In the latter great water basin it has a length of 500ft., a width of 30ft. and a depth in the middle of 12ft. 6in. Mr. G. S. Baker, the superintendent, has carried out so much work and co-operated in so much that it is impossible here even to enumerate the various things which have been done. The shape of all standard ships, contained in Classes C to X, was virtually finally resolved upon as the result of the model work in this tank. Whatever the merits or demerits of these standard ships, the fact remains that the laboratory work increased their efficiency very considerably, resistance in one design, being pulled down 13 per cent., a very satisfactory saving.

As was only to be expected, the X-rays have played their part in the war in other regions than the purely surgical and medical. Quite an important use has been made of them in respect of such matters as the examination of shells, the examination of the composition of metals, particularly steels, and the results of all this work have been such that, when used in conjunction with microscopic methods and other means, it is now possible to ascertain that reason for any fault which occurs in special manufactures. All this knowledge is now, or shortly will be, available for the service of the industry of the country, itself an immense step forward towards the ideal of certain scientific production which will be vital to us in the future.

In the world of "wireless" some remarkable results have been obtained. Here Mr. F. E. Smith, F.R.S., working in conjunction with others of the clever scientists who laboured for the Government, has succeeded in developing directional wireless, so that when, as must be,

SECRETS OF THE TANK.

Standard ships were a defensive measure, but not all the tanks of the tank were defensive. It was here that the testing of aeroplanes in regard to their conduct on the water was carried out, such questions as the resistance, stability, and turning angle being determined from the models provided. In addition, every form of deep was investigated under practical conditions, especially with regard to its tendency to "porpoise," or jump from the water, instead of alighting quietly on the element. "Porpoising" is both dangerous and dangerous, and naval aviators owe a debt to Mr. Baker and his assistants that this habit of floats is now rarely met with.

The tank could tell a fine story of the construction of some of our fastest types of torpedoes, and of how the large and small boats for the Mesopotamian expedition were designed, of the devices designed to enable submarine mines to be placed at a certain depth, but, fortunately, or unfortunately, the tank is as silent as the Navy to which it has been such an admirable auxiliary. And so the results of the experiments in torpedo firing from submerged side tubes, and the improved methods and results arrived at in connection with this work, will not be embodied even in a paper to be read to scientists, only, but be added to the great book of secret knowledge of the Senior Service.

Other secrets there are, too, of a strange inspiration to us who live in our country, called on to face a possibility of strangulation when the submarine began to set its grip upon our shores. Here, in the tank, a big part of the battle against this submarine, self-propelled, with twenty-eight Edison cells and two motors inside her, did its own service. At one time she was a German U-boat, and we were planning to hold her at an estuary; at another time she would be a British submarine, and doing her best to defeat the devices which immediately previous experiments had shown to have certain degrees of effectiveness. It was a varying and difficult task, and the fact that today, though though the submarine would be harmless to Great Britain, is in great measure due to the tank work at Teddington.

It was, which had their origin elsewhere, as is that which produced the submarine kite, called a paravane, were tested here, the experiments finally evolving a practical method of fixing these kites at such distances from ships and such depths and with such stability that their cutting edges made short work of the submarine mines which they encountered. But these, and other stories, belong more to the archives of the Defence Committee, and the public must be content to be grateful that such things have been, and are being, done.

Fighting, as we know, is a thing which goes on during each and every of the twenty-four hours of each day, and as certain of these hours are dark, the necessity for night fighting is obvious. The mariner, with his compass, and the navigator, with the aid of the air does the same. Yet, when it comes to looking for lights, it does not do to strike a match even for the purpose of reading your course. And so it was necessary to prepare luminous compasses, watches, clocks, and other appliances that the fighter by night might see to do his work without being seen. Obviously, the Teddington Laboratory was the place in which the necessary investigation and testing work should be carried out, and standards were prepared, and the various points tested and observed, both as points and on the finished dial, every schoolboy, as well as every Army officer, to-day carries a watch with a dial luminous in the dark, but these watches have not the luminosity required by the fighter. Actually, the proportion of radium bromide to zinc sulphide for watch dials is of per cent., and dials so painted have a life for luminosity of something round about two years. Compasses and other instruments for aircraft and other vessels, however, do not give sufficient light, unless the zinc sulphide has the addition of .04 per cent. of radium bromide. It is not surprising, therefore, to find that upwards of £250,000 worth of radium has been examined through the delicate testing apparatus at Teddington for use in luminous paints for military purposes. And such is the active energy of even the small proportion of 1-2,500 of radium bromide to zinc sulphide that experience has shown that it completely disappears in the latter within a very few months. The dials of the luminous compasses, etc., were all tested and graded at Teddington by means of a simple apparatus designed for that purpose, and this, undoubtedly, is a phase of work which the laboratory must continue. The standards of radium are to be internationally agreed, and it is our great laboratory which will undertake this work.

As was only to be expected, the X-rays have played their part in the war in other regions than the purely surgical and medical. Quite an important use has been made of them in respect of such matters as the examination of shells, the examination of the composition of metals, particularly steels, and the results of all this work have been such that, when used in conjunction with microscopic methods and other means, it is now possible to ascertain that reason for any fault which occurs in special manufactures. All this knowledge is now, or shortly will be, available for the service of the industry of the country, itself an immense step forward towards the ideal of certain scientific production which will be vital to us in the future.

In the world of "wireless" some remarkable results have been obtained. Here Mr. F. E. Smith, F.R.S., working in conjunction with others of the clever scientists who laboured for the Government, has succeeded in developing directional wireless, so that when, as must be,

all ships are fully equipped with the new discovery it should be impossible for any sea captain to lose his ship, save under stress of a storm. Other immense advances in wireless matters have been made. The three electrode vacuum tube has been investigated by hundreds of workers the world over, and in this development the laboratory has helped. It is at present the most wonderful listening apparatus known, far superior to any microphone which can be made. For example, there is a small set of these vacuum tubes, mounted in series, forming, with the sectional tuning disc and cylinder, a receiving set for wireless messages. It is equipped with the usual telephone listening cap, and is set up in the basement of old Bushey House itself. We go down with Mr. Smith, and he manipulates the tuning disc and cylinder, so that we can pick up a message being sent out by a small power apparatus on a ship, having a wavelength of about 3.3 miles. And we find that there is a need for the telephone cap before-mentioned, and that we can hear these comparatively weak signals well without it in any part of the room.

Mr. Smith sets his appliances for longer wave lengths, and we hear the messages sent from the more powerful transmitting apparatus of a Continental station even more clearly. It is just three o'clock, and suddenly we are surprised by a loud voice, talking distinctly and without the twain inseparable from talk over a telephone. We look round startled, and our guide laughs as he explains that it is merely another worker, at a station at Biggin Hill, and not away, giving an afternoon discourse by wireless phone. One more instance of the extreme sensitiveness of the vacuum tubes. The messages from the Riffel Tower station, received through this basement set, can be heard distinctly and read by a listener more than 100 yards away on the ground floor.

It would be unfair to conclude any reference, however incomplete, to the work of the National Physical Laboratory, without mentioning the "Paterson-Walsh height-finder for aircraft. This is the device, invented and perfected by two of the staff at Teddington, which our troops use as a range-finder for Zeppelins and other enemies in the air. Two planes, with telescopic attachments, are placed at a certain known distance apart, and, when a Zeppelin appears, an observer attached to each moves the plane until he has the airship in view through the telescope. When he has achieved this, he presses a switch which communicates with his distant companion, who, for his part, has a switch with similar operations. When both switches were pressed, proving that each observer had the enemy in focus, the angle of the telescopes to the ground and the planes to each other were mechanically recorded, as was also the exact height at which the aircraft observed was flying. In addition to its own thousand and one duties, the staff at Teddington has the free of its members to other departments and to other fields. Thus, Dr. A. J. Harker, F.R.S., superintendent of the Heat Department at Bushey, left his post there to become Director of Research at the Laboratory of the Munitions Invention Department, while Major Kaye, one of Sir Richard Glanville's chief assistants, similarly became the scientific principal of the Aeronautical Inspection Department Laboratory, and several others of these scientists likewise carried the good work and traditions of Teddington elsewhere. Many of the younger members joined the forces, and some went abroad with a will, but not a return; but the activities of the extension of the laboratory, which have been increased when it is realised that the pre-war staff of 187 has been increased to 532, the additional members of the staff, other than those engaged in purely mechanical duties, being practically, male and female, all science graduates of some recognised university.

PROBLEMS OF PEACE.

Too much stress cannot be laid on the fact that the peace activities of the laboratory will be at least as important to the country as the war work has been. Peace will bring with it a conflict of production, in which the prizes will go to the best equipped producers. And the National Physical Laboratory is willing and anxious to help any earnest inquirer in solving any scientific difficulty which may present itself. Side by side with the routine standardisation work, research will be continued, and the results of such research will be open to all who desire to take advantage of the opportunity. During the war hundreds of papers have been circulated amongst the industries affected, to the enormous betterment of production. This task will be continued, and it is to be hoped that every firm which finds itself confronted with a problem which does not, with its more or less limited means, appear easy of solution, will invite the co-operation of the National Physical Laboratory.

Hitherto, chiefly the larger and better equipped firms—firms possessing highly trained technical staffs of their own and a position to command the highest professional advice—have been the readiest to ask the assistance of the men of the laboratory. Other firms, however, quite as great, and, perhaps, in the days to come they will remember that the staff at Teddington is anxious to help them, though only if such can be done without trespass on the domain of the professional consultant. Americans know the value of this aid, and try always to take full advantage of its benefits, as the following little incident shows.

To the superintendent of one of the great departments of the laboratory there came last summer the very important technical expert of one of the big American steel corporations. He was accompanied by a third person, whose presence he accounted for as follows: "This will be a very important conversation, doctor, and so that I can have a complete record of what you tell me I have brought along my stenographer."

Now, not even to our Allies do we talk against a notebook, so the doctor, who is a kind man, merely said gently, "He will find it very pleasant in the garden."

And, in spite of the American gentleman's protest, it was the garden for the stenographer. But English people need not fear that they will only be shown the garden.

HONGKONG DEFENCE CORPS.

ADMINISTRATIVE ORDERS BY MAJOR G. H. WAKEMAN, V.D., ACTING ADMINISTRATIVE COMMANDANT.

STRENGTH.

No. 212 and Corp. W. J. Owens, and No. 404 Sapper L. L. Lopez, Engineer Co., are permitted to resign, on leaving the Colony, dated August 8th, 1919.
No. 103 Pte. M. J. D. Stephens, "D" Co., is permitted to resign under Section 7 (2) of the Military Service Ordinance, 1917, dated August 14th, 1919.
The Acting-Commandant records, with deep regret, the death of No. 637 Pte. D. Shaw, "B" Co., on August 13th, 1919.

LEAVE.

Sergeant W. M. Humphreys, "A" Co., is granted 14 months' leave, from August 15th, 1919.
Pte. A. Jenkins, "B" Co., is granted 3 months' leave, from August 15th, 1919.
Pte. F. Travers, "D" Co., is granted 9 months' leave, from September 1st, 1919.
Pte. A. Dyer, "A" Co., is granted 10 months' leave, from September 1st, 1919.

ORDERS FOR ENGINEER COMPANY BY CAPTAIN R. HALL.

D.E.L. INSTRUCTIONAL CLASSES.

Recruits will parade for D.E.L. instruction under R.E. Instructors at Belcher's at 9 p.m. on Wednesday, August 21st. These classes are obligatory for all who have not passed for the "Proficiency" (C) rating. Officers on duty: 2nd Lieut. Blackburn, P.A.Y.

Pay and Travelling Expenses for July will be issued at Engineer Co.'s office, H.K.D.C. Headquarters, between 3.15 p.m. and 5.15 p.m. on Tuesday, 19th, and Wednesday, 20th August. Pay not drawn by Thursday, 21st August, will be forfeited and returned to Treasury.

ORDERS FOR INFANTRY BATTALION BY MAJOR G. H. WAKEMAN, V.D., OFFICER COMMANDING.

"A" COMPANY.

Tuesday, August 19th: 5.30 p.m. No. 1 Platoon (N.C.O. and men who have completed their Tests) at Headquarters, T.E.T. Rifle, belt, pouches and dunnies to be carried. Staff Sergt. Edmonds and Sergt. Mende will attend.

MACHINE-GUN COMPANY.

Sunday, August 18th: 7.00 a.m. at King's Park Range. Annual Musketry Course, N.C.O.s and men as detailed by Company Commandant.

MOUNTED SECTION.

Wednesday, August 20th: 5.30 p.m. at Headquarters, T.E.T. Rifle, belt, pouches and dunnies to be carried. Staff Sergt. Edmonds and Sergt. Mende will attend.

ORDERS FOR CADET COMPANY BY LIEUT. A. O. BRAKEN.

PARADE—BATHING.

Launch will leave Blake Pier on Wednesday August 20th, at 5 p.m., and call at Kowloon 40 minutes later.

G. E. STEWART, Capt., Adjutant, H.K.D.C.

Hongkong, August 15th, 1919.

ST. JOHN AMBULANCE BRIGADE.

HONGKONG AND CHINA DISTRICT.

The best record of actual ambulance duty for the year ending December 31st, 1919, is that of the Saiyungpin Division, to which Division the "Duty Trophy" is awarded accordingly.

The records submitted by the Y.M.C.A. Division and the Queen's College Division, respectively, are only slightly inferior to that of Saiyungpin and show that these two Divisions also have done very commendable work during the period under review.

(Signed) E. RALPHS (As Asst. Commissioner).
Hongkong, August 15th, 1919.

SHIPS IN FOG.

NEW INVENTION TO WARN THEM OF DANGER.

When Mr. Godfrey Isaacs presided over the annual meeting of the International Marine Communication Company, held in London recently, he mentioned a new invention to benefit ships during fog.

They thought it probable, he said, that an additional source of revenue to the company would arise from the more general use on board ships of the direction finder, which had now been so very materially improved that it gave promise of proving of considerable value to navigators. To even a greater extent they thought the latest invention of Senator Marconi would be adopted on board ships. "This new discovery," said Mr. Isaacs, "provides a means whereby ships in the densest fog may discern the approach of another ship, provided that that ship be also fitted with this apparatus, and at the same time giving an approximate idea of the distance of the approaching ship."

"We have great hopes that by this means all risk of collision at sea during the thickest fogs will be eliminated, to which end, of course, every ship would have to carry the apparatus for it stands on reason that if a great liner were fitted and a small tramp were not, the danger of collision and the loss of one or the other, or both, of the ships might result. "Inasmuch as this new device should provide means of disposing of a danger in misty and foggy weather, it is not unlikely, we think, that every ship will go to sea, will eventually be fitted with this new installation."

CORRESPONDENCE.
JAPAN AND COMPENSATION

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir, I shall much appreciate your generosity and fairness if you will publish the following treatise bearing a completely contradictory view to that which appeared in your today's issue.

It seems from your argument that no deliberate utterances made by Japanese statesmen are to be trusted. Viscount Uchida's account of his and his people's intention regarding the disposition of Shantung has been completely upset by your Peking correspondent's groundless suspicion that Japan has demanded a *quid pro quo* for the restoration of Tsingtao. I wonder if the Foreign Minister of a country is so untrustworthy as that, or if the correspondent is always as accurate as that in his suspicions. The judgment can only be made by those free from prejudice and I should like to believe in favour of the Foreign Minister, at least in Viscount Uchida's statement. The groundless suspicion has no authority; you must have plain fact at your command before you can express your opinion to the public; meanwhile, you have got to believe in the promise of a country in this present instance, in the statement of Viscount Uchida and if you are much concerned in the matter, you ought to watch over his and his nation's action in carrying out the promise.

In your argument you rather purport to express your satisfaction if Viscount Uchida's promise should be carried out, which you are not inclined to believe. This is intolerable. I wonder what will get rid of such feelings. Can you suggest that Japan should return Tsingtao before the Versailles Treaty is ratified? After all, I do not think it is timely for us to endeavour to make you understand what our real intention is, for indeed I do not see wherein can lie the value of any statement, the utterances of which always sound as false to your ears, while the time is yet premature for us to prove ourselves by the execution of the promise.

Lastly, I should like to point out the existence of the pact between Britain, France and Japan that all the rights Germany possessed in Shantung should be recognised as transferred to Japan at the conclusion of peace. I do not know how Britain and France agreed to that, nor do I believe in what some people say that these countries used this in the time of their need to decoy Japan. However, I cannot but wonder why you admitted that during the war if you have to denounce the scheme immediately after peace is concluded, giving no regard even to the great concession Japan has made since then—I am, sir, yours faithfully,

F. TAKAHASHI.

Hongkong, 15th August, 1919.

[We hope that events will prove the writer of the above letter to be right and ourselves to be wrong. Experience has shown, however, that our Peking correspondent, upon whose cable our remarks were based, is usually very well informed. Sometimes the policy of a nation undergoes a modification with a change of Government. We do not suggest that Tsingtao should be returned to China before the Treaty of Versailles is ratified, but the feelings to which the writer of the letter refers would be moved if it were clearly and unequivocally stated that this course will be taken as soon as the ratification is completed, and that *quid pro quo* will be demanded. It is true that Great Britain and France agreed that Germany's rights in Shantung should be transferred to Japan, but at that time China was not an ally, and in any case, their action must be considered in the light of Viscount Uchida's declaration. Great Britain and France, however, have adhered faithfully to their pact in this case as in the case of Italy, though by doing so they have exposed themselves to adverse criticism, owing to new claims which have arisen since those pacts were made. As Japan entered the war at the beginning out of loyalty to the Alliance we fail to see how it can be argued that she was "deceived" by any arrangement made in the middle of 1915. The mere suggestion clashes with the claims advanced in the earlier part of this letter.—Ed. H.D.P.]

A WARNING.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—An official of the Assyrian Christian Church has written to me expressing regret that several of his countrymen at the present time are in China soliciting alms for the support of Assyrian orphans.

My correspondent asserts that some of these people are known to him as impostors, that they are exploiting the charity-disposed for their own personal benefit, and that needy Assyrians in Mesopotamia are being cared for by the British Government. If you think it advisable will you please give publicity to this warning.—Yours, etc.,

E. JUDD BARNETT.

Hongkong, August 15th, 1919.

THE "BRIBERY" CASE—
THE P. W. D. COOLIE-CLERK
DISCHARGED.MR. T. L. PERKINS DISAGREES WITH
DECISION.

The hearing of the case in which the No. 1 coolie of the P.W.D. was charged with receiving a bribe of \$5 was continued at the Magistracy, yesterday, before Mr. N. L. Smith, who discharged defendant on the ground that there could not be any question of influencing the defendant's conduct as he had no power.

When the decision was given Mr. T. L. Perkins, Assistant Director of Public Works, expressed his disagreement.

Mr. M. K. Lo appeared for the defence.

The evidence, briefly, was to the effect that defendant, who was employed under Mr. J. C. Mackay, Land Bailiff of the P.W.D., received a bribe of \$5 from a boatman living at Shamsuipo on the understanding that he would expedite the issue of a permit for a piece of land for which application had been made in vain for some time. Mr. Mackay, in the witness box, stated that he pressed the charge because the people of the district believed this money was being accepted by him and that his office-coolies were his tools. Mr. Lo contended that as the defendant was merely a coolie he had no power, which could be influenced by the receipt of a bribe, even if such an allegation were true. His client, however, denied that he received the money as a bribe; it was merely a loan.

Mr. Smith delivered the following judgment:—I find that the prosecution has not sufficiently proved any improper act of commission or omission for the doing of which the money in question was given. It was part of the defendant's duties to assist in the expediting of permits, and to receive presents of money merely in return for the promise of performing this particular duty, however reprehensible it might be in a public servant, is certainly not bribery within the meaning of the Ordinance. There is, of course, the implication that if the money was not paid delays might result, but it was clearly proved that it was common knowledge to the complainant and others that defendant had little authority in such matters. I therefore discharge the defendant.

Mr. Perkins asked permission to say a few words on behalf of the Public Works Department. He regarded the case as an exceedingly serious one, especially if the result was to allow a man to go on taking bribes by imposing on a credulous and ignorant peasantry. He could not help thinking that it was bribery, pure and simple, and anybody could continue this despicable practice. It was a very serious point as regarded the Department, if a man could abuse his power by handing up permits passing through his hands, knowing that once the permits were paid there was no supervision. He therefore asked the Magistrate to assist him by suggesting some other steps which could be taken against defendant.

Mr. Smith: The charge that should have been brought against him was one of obtaining money by false pretences. Continuing, Mr. Smith said the law as regards bribery was very definitely laid down in the Ordinance. Suppose he (the Magistrate) had power to issue certain permits and he was asked by an applicant to grant him a good piece of land. Suppose he had the power—the chief thing was to have the power—to grant the man's request, and he received money on the understanding that he would give the man a better piece of land, that would amount to bribery. The defendant, however, had no such power; he was merely handing over the permits issued. Therefore, there could be no question of receiving a bribe.

Mr. Perkins replied that defendant had power to hang up permits in such a way as to make the applicant disgusted and thus discourage him from taking further trouble in the matter. Anything of that sort might happen. If the defendant had gone further he had power to make the complainant lose his piece of land altogether.

Mr. Smith: But the peasant could have gone to the Head of the Department and asked him for the permit.

Mr. Perkins: Ignorant and credulous peasants do not recognise this. They go to one of the coolies, as though they were "the god in the car," and think these men have power. The result is obvious, and it is a most despicable practice. I am sorry to say, with all due deference to your Worship, (Continued at foot of next column.)

WHEN FRIENDS FALL OUT—
AN UNSTAMPED RECEIPT.

An interesting case was heard by Mr. R. E. Lindsell, at the Magistracy, yesterday, when Mr. L. F. V. Ribeiro, a broker, was summoned for issuing a receipt for \$175 without affixing a stamp on it.

Mr. M. K. Lo, appearing for the defendant, pleaded guilty and made a long statement in mitigation of the offence. He said that Mr. J. M. P. da Silva, who was at the bottom of that prosecution, was the ex-clerk of the Police Judge. After his retirement from Government Service he went to Mr. Ribeiro's office, got a sort of desk-room, and commenced doing various jobs. From that time onwards Mr. Ribeiro and Mr. Silva worked in conjunction and did a lot of business, among which were a number of transactions relating to the shares of the Hongkong Electric Company. There was a fall in the value of the shares, and the two had either to take the shares or pay a difference in settlement. Mr. Silva paid his portion of the loss, amounting to \$175.

Mr. Ribeiro, who, in the usual business way, intended giving Mr. Silva a receipt and sent a boy out to purchase a stamp.

At that time the parties were on the most intimate terms, and Mr. Silva said no receipt was necessary between friends, and there was no need to trouble about affixing a stamp. Mr. Ribeiro agreed, and gave him an unstamped receipt. The cordial relations continued until a few weeks ago, when Mr. Silva put through a certain transaction and failed to send Mr. Ribeiro his percentage of the brokerage fees. There were now between them a lot of disputes relating to brokerage and other matters; in fact, civil proceedings were being taken.

Mr. Lindsell: This receipt was taken to the Colonial Treasurer by Mr. Silva.

Mr. Lo: There is no question about that. In fact this summons was taken out the next day, after a letter was sent to Mr. Silva threatening him in regard to the non-receipt of certain brokerage fees.

Mr. Lindsell: This paper is more in the form of a memorandum of payment than a receipt.

Mr. Lo: Yes, Mr. Ribeiro has been resident in the Colony for over 30 years and has never before attended the Police Court. The fact of his doing so now is infinitely greater punishment than if a fine were imposed. It was not meant to be an actual receipt given by one friend to another, but was really in the nature of a memorandum.

Mr. Lindsell: In view of the circumstances, obviously borne out by the documents, I convict the defendant, but impose no penalty.

that I cannot agree with the decision given. The matter is a very serious one for my Department.

Mr. Lo stated that Mr. Perkins was jumping to conclusions. He thought the evidence was absolutely clear that what happened in the case was that defendant knew perfectly well Mr. Mackay was the man in authority. Defendant knew he had no authority and that he could not grant or refuse a permit. The complainant and everybody knew that this was the case, and if the money had been given to defendant it was given to him for the purpose of seeing Mr. Mackay and using whatever influence he had with him to get an expeditious issue of the permit. It was merely a case of exercising a personal and friendly influence, and Mr. Mackay himself had stated that defendant brought complainant into the room and said: "Cannot you do this for him?"

Mr. Smith: I do not think any good purpose will be served by this argument.

Mr. Lo: I rather object to the statement made by Mr. Perkins. The Magistrate has said that defendant is not guilty within the meaning of the Ordinance, and I think it is quite unfair that Mr. Perkins should insist on defendant being made an example of. Mr. Perkins should not refer to the other money.

Mr. Smith: It makes no difference as regards defendant. I read the letter of the law, and I discharge or fine him.

Mr. Perkins: I presume there is no use bringing another case with regard to other moneys against defendant under this section.

Mr. Smith replied that if the circumstances were the same it would not be of much use. He did not know how far the circumstances went in regard to the other case.

Mr. Perkins: Identical.

Mr. Smith: If men like to pay him \$5 in order to get him to do something which he has no power to do it is not bribery.

Mr. Mackay was heard to remark: "It is absurd."

Mr. Smith: If you like to offer me a \$50 fee for hearing a case it is not bribery because that does not influence my action.

The matter then dropped.

CANTON NEWS.

August 15th.

ANTI-JAPANESE MOVEMENTS.

The recent anti-Japanese movement in Canton, when several Japanese residents were slightly wounded by rioters, is to be settled according to the following terms: (1) to punish the rioters, and the ringleaders of the movement; (2) the Tsuchun and the Superintendent of Police will express regret to the Japanese; (3) police officers who rescued the wounded Japanese residents during the riot will be promoted, and (4) compensation amounting to \$5,000 will be paid to the wounded Japanese.

The abuse of the Japanese Consul by one of the Tsuchun's servants in the Tsuchun's yamen, when the Consul was on a visit to the Tsuchun, in order to consult him as to the stoppage of the anti-Japanese movement, is to be dealt with separately.

THE CIVIL GOVERNMENT.

In all 28 candidates for the Civil Government have been recommended to the Military Government, and of these Dr. Wu Ting-fang receives the largest measure of support.

MILITARY MOVEMENTS.

It is reported that the three battalions of the Kwangsi troops who were sent to Fokien at Commander Lam Po-yik's request have arrived at Shao-shan in Fukien. The gunboat *Kwang Hui*, which transported these troops, is returning to Canton.

It is reported that another three battalions of the Yunnan troops in Canton have been sent to White Cloud Hill, on the outskirts of the city. The Kwangsi troops who were encamped on the hill were forced to move to some other place. The Tsuchun has requested the Yunnan leaders to explain why such a large army is sent to the hill.

Other reports state that after the Kwangsi troops on the White Cloud Hill were forced to quit, all the other Kwangsi troops in the city became angry and trouble is feared as the two forces are training their guns on each other.

THE PAK KOP PUT LOTTERY.

We are informed that a certain merchant has come to Canton from Macao to arrange the reopening of the Pak Kop Put lottery, offering a heavy revenue to the authorities. He is in consultation with the members of the Provincial Assembly, and they are expected to support the proposal.

THE MILITARY GOVERNMENT.

The report of Dr. Wu Ting-fang's impending departure to Shanghai is denied. Dr. Wu did not attend his office for several days, and his duties in the Military Government are being discharged by his subordinates.

Shun Chiu-huen, it is said, has also announced that he is tired of his duties, and will follow the example of the other Directors and resign.

THE APPEAL FOR HOME-GOING TROOPS.

The following contributions have been received for the fund for providing games, etc., for the men going home on the *ss. Atlanta*:

Mrs. F. C. Hall	10
Capt. Lessius	50
Collected by Mr. G. Hastings	10
Mr. P. Foster	10
Mr. C. L. Sander	5
Mr. G. H. Symes	5
Mr. Eldon Potter	10
Mr. T. S. Forrest	10
Mr. J. W. C. Bonnar	10
Mr. M. Young, M.B.E.	10
Mr. H. J. Fudge	10
Mr. N. S. Brown	10
Mr. A. E. Griffin	10
Mr. H. W. Bird	10
Mr. J. W. Owen Hughes	10
Mr. G. C. Moxon	10
Mr. G. C. Alabaster	10
Mr. D. M. Gordon	10
Mr. D. M. Bernard	25
Already acknowledged	40

In reference to the above fund, the collectors would like it understood that whatever is sent goes to the men of the Navy and Army indiscriminately; there is but one fund.

Books, games, etc., should be sent to Rev. F. G. B. Hastings, Chaplain, Naval Yard, or to Major Cassel, Headquarters; the money should go to Mrs. Stabb, at the Hongkong and Shanghai Bank.

OPIUM CASES.

At the Magistracy, yesterday, a Chinese was charged with being in unlawful possession of 12 taels of opium, valued at \$48.

Sergeant Dorling executed a search warrant in a house in Queen's Road and discovered the opium concealed in a bottle, which was left to cool in a bucket of water. The opium was of very inferior quality.

Mr. Leo d'Almada, appearing for defendant, asked for a remand. This was granted, bail being fixed at \$300.

A Chinese was carrying a parcel along Sai Street, when a suspicious constable stopped him and found that the parcel contained 54 tins of non-Government opium.

When charged at the Magistracy, yesterday, defendant stated that the opium was given to him by a friend.

Mr. Lindsell imposed a fine of \$2,500, with the alternative of six months' hard labour.

STEALING EGGS.

At the Magistracy, yesterday, a Chinese was charged with stealing three eggs from Wiseman's Café.

Defendant had been only employed in the café for a week when he committed the offence.

Mr. Lindsell sentenced defendant to fourteen days' hard labour.

LANE, CRAWFORD & CO.

GENTLEMEN'S
SHIRTS
OF QUALITY
THAT
FIT AND WEAR
WELL

AMERICAN MADE

WHITE SOIESETTE COAT
SHIRTS WITH SOFT DOUBLE CUFFS.
OPEN ALL DOWN FRONT. THEY GO ON & OFF LIKE
A COAT. THE PERFECT WEATHER WEAR.
\$3.75 each — THREE FOR \$10.50

LONDON MADE

WHITE AND COLOURED SHIRTS
(NOT COAT SHAPE)
IN SEVERAL STYLES & QUALITIES
\$3.50 TO \$5.00 EACH

LANE, CRAWFORD & CO.

WHEN TYPING SEVERAL COPIES.

Were you never annoyed by having to bang the keys so hard? Yes! and by some of the words on the last copies turning out illegible.

This does not happen with the Hammond. Simply turn a screw—once for each copy.

Not only will each copy be legible, but on each sheet every letter will be of equal thickness.

And this will happen no matter how hard or how softly you strike the keys.

This is only one way in which the Hammond is superior to other makes; for further particulars apply—

Messrs. BREWER & CO.,
(Sole Agents: Hongkong.)UNIVERSAL IMPORT & EXPORT CO.,
GENERAL COMMISSION AGENTS.

(Hotel Mansions, Top Floor).
P.O. BOX 348.
Telegraphic Address: "UNIMPEXCOY—Hongkong." "MONTBEAU—Paris, France."
Head Office:—BEAUMONT & Co. 17, Rue Richer, PARIS, France.
Branches in France:—LYONS, BORDEAUX, MARSEILLES.
Also in French Indo-China, Canada, Central and South America.
Codes Used:—A.B.C. 5th Edition, A.Z. French Edition. [1082]

MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI,
AND ALL KINDS OF SOUP STUFFS.

All our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agents. Orders executed promptly.

THE HING WAH PASTE MANUFACTURING CO., LTD.
Head Office: No. 41 & 43, Connaught Road, Central, Hongkong; Telephone No. 1229 & 2230
Principal Factory: No. 71, North Soochow Road, Shanghai, China; Telephone No. 2285.
Branch Factory: Wing Hing Street, Causeway Bay, Hongkong.
Cable Address: "Hingwah"

Powell Ltd.

SPECIAL SHOW OF
GENTLEMEN'S HIGH-CLASS
BOOTS AND SHOES
IN
BLACK BROWN & WHITE
FOR ALL OCCASIONS.GLACE RID,
CALE,
PATENT,
BUCKSKIN
&
CANVAS
FOR
DRESS WEAR,
WALKING,
GOLF,
TENNIS,
Etc.

SEE WINDOWS

NEW ADVERTISEMENTS

LOST

BLACK AND TAN FOX TERRIER
Answering to the name of JIMMY.
Reward will be rewarded if desired on
returning dog to—
J. D. HUMPHREYS,
Alexandra Buildings,
[1123]

WANTED

On or before 1st October a 3 or 4
ROOMED HOUSE. Upper level.
Apply to—
HOUSE,
Care of "Daily Press" Office.
[1124]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE
DOLLAR (\$1) per Share for account
1919 will be payable on THURSDAY,
AUGUST 28th, 1919. Shareholders are
requested to apply for Dividend Warrants
at the Company's Office 25, George's Building,
Hongkong.

The TRANSFER BOOKS of the Company
will be CLOSED from Thursday, August
21st, 1919, to Thursday, August 28th, 1919,
both days inclusive.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, August 16th, 1919. [1125]

TIENTSIN DISTRICT.
PILOTAGE NOTIFICATION.

NOTICE IS HEREBY GIVEN that an
EXAMINATION OF CANDIDATES
as provided for by Article IV of the General
Regulations for the Pilotage Service in
China will be held in this Office on
THURSDAY, the 28th day of August, 1919,
at 10 a.m.

ROBERT DOUGLAS,
Harbour Master's Office,
Custom House,
Tientsin, August 8th, 1919. [1126]

G. R.

GOVERNMENT BILLS, ETC.

TENDERS FOR SPECIE current in
TIENTSIN, up to and for the sum
of \$500,000 current in Tientsin, will be received
by the TREASURY CHEST OFFICER,
ARMY PAY DEPARTMENT, until 11.30 a.m.
on August 16th, 1919.

The amount accepted is to be placed by the
Tender to the credit of an account with the
HONGKONG AND SHANGHAI BANKING CORP.
position, Tientsin, so as to be available on
August 9th, 1919.

Persons tendering to state
The amount of Dollars current in Tientsin
per \$100 for Telegraphic Transfer on the
London Commissioners of H.M. Treasury,
London.

The tenders to be in duplicate, and in sealed
covers addressed to the TREASURY CHEST
OFFICER, ARMY PAY DEPARTMENT,
and endorsed "TENDERS FOR GOVERNMENT
BILLS, ETC."

The right to accept or reject any or all of the
tenders is reserved.
Copies of Forms of Tender can be had on
application.

Persons tendering for (Bills) are hereby
notified that having regard to the provisions of
the Act 22 George III, Cap. 45 and 41, George
III, Cap. 52, the acceptance of any such Tender
is subject to the express condition that no
Member of the British House of Commons
shall be admitted to any share or part in or to
any benefit to arise from the Contract thereby
made for the allotment of such (Bills).

The provisions in question do not apply to
Contracts entered into by any incorporated
Company in its corporate capacity and made for
the general benefit of the Company.

Any further information can be obtained by
personal application to the TREASURY
CHEST OFFICER, A.P.D.
F. J. THURSDAY-PELHAM, Lt. Col.,
Treasury Chest Officer, A.P.D.,
His Majesty's Treasury Office,
Hongkong, August 16th, 1919. [1127]

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR, AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 232.

FAVOUR with instructions from
The Concerned,
will sell by Public Auction, on TUESDAY,
August 19th, 1919, at 2.30 p.m.,
at his Sales Room

MISCELLANEOUS GOODS & EFFECTS
Comprising—

100 Pairs Ladies' White Shoes, just landed
from America.

10 Cases Oatmeal.

10 " Cocoa.

10 " Canned Turnips.

10 " Beetroot.

10 " Carrots.

10 " Tomatoes.

10 " French Beans.

10 " Melon and Lemon Jam.

10 " Plum Jam.

10 " Pineapple Jam.

10 " French Vermouth, N. P. & Co.

10 " Jockey's Liqueur Whisky.

And a long line of Sundries.
Terms—Cash on delivery.
Hongkong, August 16th, 1919.

TO-NIGHT

WHEN YOU VISIT

THE CORONET

PUT YOUR NAME DOWN

TO RECEIVE GRATIS

THE REVUE.

AUCTIONS

G. R.

The Undersigned have received instructions
from the Marshal of the Prize Court,
to sell by Public Auction, on

MONDAY,

the 18th August, 1919, at 10.30 a.m., at the
Break-water, Yau-mai, The Steam Launch
"NORD."

Built of teakwood by the Hongkong and
Whampoa Dock Company, Ltd., in 1902.
Length o.a. 35 ft. 0 in.
Length b.p.p. 33 ft. 0 in.
Breadth extreme 11 ft. 0 in.
Depth moulded 5 ft. 4 in.
Draft mean 4 ft. 4 in.

ENGINE—non-condensing.
Diameter of cylinders 7 in. and 16 in.
Stroke 9 in.

Boiler—cylindrical tubular.
Diameter 5 ft. 6 in., Length 7 ft. 0 in. with
one plain furnace 30 in. diameter, W.P.
125 lbs. per square inch.

Including Anchors, Chains, Navigating
Lights, Auxiliary Feed Pumps, &c.

A launch will leave Blake Pier at 10
a.m. day of sale to convey intending pur-
chasers.

On view from the 16th August.

Terms—Cash.

HUGHES & HOUGH,
Auctioneers to the
Government,
Hongkong, 7th August, 1919.

G. R.

The Undersigned have received instructions
from the Marshal of the Prize Court,
to sell by Public Auction, on

MONDAY,

the 18th August, 1919, at 10.30 a.m., at the
Break-water, Yau-mai, The Steam Launch
"LLOYD."

Built of teakwood by the Hongkong and
Whampoa Dock Company, Ltd., in 1902.
Length o.a. 35 ft. 0 in.
Length b.p.p. 33 ft. 0 in.
Breadth extreme 11 ft. 0 in.
Depth moulded 5 ft. 4 in.
Draft mean 4 ft. 4 in.

ENGINE—Compound surface condensing.
Diameter of cylinders 7 in. and 15 in.
Stroke 10 in.

Boiler—cylindrical tubular.
Diameter 5 ft. 6 in., Length 7 ft. 0 in. with
one plain furnace 30 in. diameter, W.P.
125 lbs. per square inch.

Including Anchors, Chains, Navigating
Lights, Auxiliary Feed Pumps, &c.

A launch will leave Blake Pier at 10
a.m. day of sale to convey intending pur-
chasers.

On view from the 16th August.

Terms—Cash.

HUGHES & HOUGH,
Auctioneers to the
Government,
Hongkong, 7th August, 1919.

G. R.

The Undersigned have received instructions
from the Marshal of the Prize Court,
to sell by Public Auction, on

MONDAY,

the 19th August, 1919, at 10.30 a.m., at the
Break-water, Yau-mai, The Steam Launch
"BREM."

Built of teakwood by the Hongkong and
Whampoa Dock Company, Ltd., in 1900.
Length o.a. 35 ft. 0 in.
Length b.p.p. 33 ft. 0 in.
Breadth extreme 11 ft. 0 in.
Depth moulded 5 ft. 4 in.
Draft mean 4 ft. 4 in.

ENGINE—Compound surface condensing.
Diameter of cylinders 7 in. and 16 in.
Stroke 10 in.

Boiler—cylindrical tubular.
Diameter 5 ft. 6 in., Length 7 ft. 0 in. with
one plain furnace 30 in. diameter, W.P.
125 lbs. per square inch.

Including Anchors, Chains, Navigating
Lights, Auxiliary Feed Pumps, &c.

A launch will leave Blake Pier at 10
a.m. day of sale to convey intending pur-
chasers.

On view from the 16th August.

Terms—Cash.

HUGHES & HOUGH,
Auctioneers to the
Government,
Hongkong, 7th August, 1919. [1120]

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 232.

FAVOUR with instructions from
The Concerned,

will sell by Public Auction, TO-DAY
(SATURDAY), August 16th, 1919,
at 2.30 p.m.,

at his Sales Room, Queen's Road Central
(Old Post Office Building).

EXCELLENT HOUSEHOLD FURNITURE
Comprising—

Chesterfield Couch and Arm Chairs, Black-
wood Furniture, Brass and Iron Bedsteads,
Tables, Brussels Carpets and Rugs, Brass
Fenders, Overmantels, Silk Tapestry Covered
Drawing Room Suite, Sofa, Easy Chairs,
Occasional Tables, Extension Dining Table,
Bevelled Mirror, Wardrobes, Pictures,
Curtains, Red Sheets, Crockery, Glassware,
Ornaments, Cabinet, Teak Bookcase, Dinner
Spoon, Dining Chair, Silver Ware,
Clock, Marble-top Washstand, Cooking
Stove, Cutlery, Toilet Sets, Electric Reading
Lamps, Cabinets, Sideboards and a long line
of Sundries.

Catalogue will be issued.

Terms—Cash on Delivery.

Hongkong, August 14th, 1919. [1128]

INTIMATIONS

G. R.

IMPORTS AND EXPORTS OFFICE.
NOTICE.

WHEREAS on July 19th, Licensed
Junk T568H was seized by the
Revenue Department, whilst lying off Salt
fish Lagoon. Notice that if this Junk is
not claimed within seven days from August
13th, it will be sold by Public Auction to
defray expenses incurred.

C. F. BECKWITH,
Superintendent,
Imports and Exports,
Hongkong, August 12th, 1919. [1107]

**HONGKONG AND SHANGHAI
BANKING CORPORATION**

THE DIVIDEND DECLARED for the
Half Year ending June 30th, 1919, at
the rate of Two Pounds five shillings sterling
per share is payable on and after MONDAY,
the 11th day of August, Current, at the
Offices of the Corporation, on where shareholders
are requested to apply for Warrants.
By Order of the Court of Directors,
N. J. STARR,
Chief Manager.

Hongkong, August 9th, 1919. [1108]

**HONGKONG HOTEL COMPANY,
LIMITED.**

NOTICE.

IT IS HEREBY NOTIFIED that an
INTERIM DIVIDEND of \$4 per Share
has been declared for the Half Year ending
June 30th, 1919.

The Dividend will be payable on and
after THURSDAY, AUGUST 28th, 1919,
at the Office of the Company, where
Shareholders are requested to apply for
Warrants.

The REGISTER OF SHARES of the
Company will be CLOSED from August
28th to 29th, 1919, (both days inclusive),
during which period no transfer of Shares
can be Registered.

By Order of the Board of Directors,
J. H. TAGGART,
Manager.

Hongkong, August 14th, 1919. [1109]

**THE LEGAL PRACTITIONERS
ORDINANCE, 1871.**

(No. 1 of 1871).

PURSUANT to Sec. 16 of the Legal
Practitioners Ordinance, 1871 (No. 1
of 1871) I hereby give one month's notice that
it is my intention to apply for examination
and admission as a Solicitor of the Supreme
Court of Hongkong.

Dated the 13th day of July 1919.
A. d'ARCUILL.

GENTLEMAN who booked Single berth
1st class, on August 10th, for San
Francisco by EXPRESS of JAPAN, wishes to
change with Gentleman who booked on
September 4th, by EXPRESS of BRITISH.

Apply—
Care of "Daily Press" Office.
[1105]

TO LET.

PART of Ground Floor.
10, Des Vaux Road Central.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
[1109]

TO LET.

FURNISHED BUNGALOW in Kowloon,
standing in its own grounds, Splendid
Garden and Tennis Court. "C.B." apply
Care of "Daily Press" Office.
[1110]

TO LET (UNFURNISHED).

NO. 5, MOUNTAIN VIEW, from 1st
October, 1919.

Apply—
Care of "Daily Press" Office.
[1104]

TO LET.

NO. 102, THE PEAK, 2-Roomed House
at the Peak.

Apply to—
PERCYSMITH, SETH & FLEMING
[1121]

TO LET.

FURNISHED at the PEAK, No. 4, Stewart
Terrace.

Apply—
E. E. POLLOCK,
Supreme Court.
[1937]

TO LET.

FURNISHED for 12 months, No. 37, THE
PEAK (No. 1 Stewart Terrace) containing
3 Bedrooms and Bathrooms, Hot and Cold
Water, Drying Room, Dining Room, Drawing
Room, Sitting Room and Usual Offices and
Servants' Quarters, also Large Garden.
Possession July 15th.

Apply to—
HUMPHREYS ESTATE & FINANCE
CO., LTD.
Alexandra Buildings 61

FOR SALE or TO LET on long lease.

FURNISHED or UNFURNISHED from
October 1st, 1919, No. 98 THE PEAK,
(End House of Stewart Terrace) Hot Water
throughout, Double Glass Tennis Court
with Pavilion and large Kitchen Garden.

Apply—
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[112]

MARRIAGES.

ROSEFIELD-FLEISHMAN.—At the Palace
Hotel, San Francisco, U.S.A., on
July 27th, JULIES ROSEFIELD, to
GENEVIEVE, eldest daughter of Mr. and
Mrs. Fleishman, of San Francisco.

SMITH-LEVERSTON.—At Holy Trinity
Cathedral, Shanghai, on August
11th, by the Very Rev. Dean Walker,
H. E. SMITH, of the Chartered Bank
of India, Australia & China, Canton,
to MILDRED M. LEVERSTON, of Eng-
land.

DEATH.

BRITTO.—At the St. Francis Hospital,
Wanchai, at noon, on August 15th,
JOAQUIN PEDRO DE BRITTO, aged 63.
The funeral will pass the monument
at 5.30 p.m., to-day, Macao and
Shanghai papers please copy.

No cases of communicable disease were
reported in the Colony on Wednesday
and Thursday.

W. Dobson, a European, was fined \$5
at the Magistracy, yesterday, for being
drunk and incapable in Hollywood Road.

In answering a charge of wounding
and cutting a woman, a Chinese caused
great amusement at the Magistracy, yester-
day, by giving his name as "So
Sick."

A Chinese woman found in unlawful
possession of 73 catties of rice was ar-
rested by the Police and produced at
the Magistracy, yesterday, where she
was fined \$25.

For stealing a bar of iron from "the
Monteagle" a Chinese who had a previous
conviction against him was sentenced
at the Magistracy, yesterday, to a
months' imprisonment.

Four Shanghai men returned from the
war by the str. *Hankow*, viz., Lieut.
W. Ward and G. D. Raeburn (of Messrs.
Jardine, Matheson & Co.), J. O. L.
Martin and W. J. Walton.

The motor-boat *Moonraker* was sold
yesterday at Ah King's slipway, by Mr.
G. P. Lamont, for \$770, the purchaser
being a Chinese named Lee Muk Chai.
There were no offers for the yacht
Tonette.

Amongst those who returned to the
Colony, yesterday, on the *Empress of
Japan* were Lieut. J. C. Fletcher, of
Queen's College; Mr. G. S. Aeghuth,
Mrs. G. Mosser, Mr. Alex. Ross, Mr.
A. C. Joseland, and Mr. W. E. Walker.

voice deafened with the tramp of millions
of armed men and the thunder of the
gunners practising in her honour—Peace
with her belt stuck full of pistols and a
rifle on her shoulder is a modern creation,
far removed from the gentle goddess de-
picted by our forefathers. "Observe,"
she cries, "these pistols are not intended
to make war on you; they are for my
protection. Touch me and I shall use
them, but not otherwise." So do we read
the gun-fighters of the mining camps of
the Western States of America went armed
and yet, curiously enough, no one seems
to have identified them as pacifists.

What wonder that men grow suspicious
of a goddess of Peace thus armed like the
god of War? What wonder that the arm-
ing of one nation for peace was the signal
for the arming of others, till it became a
headlong rush for armaments. Yet we
would not cry in our haste that arma-
ments make for war. In the present con-
dition of the human race they make
within limits, for peace, but once those
limits are passed, once the armaments
cross the line separating the defensive
from the offensive, they must be consid-
ered as making for war. The difficulty of
deciding where this line is to be drawn,
however, is immense. The bringing to
perfection of a fighting machine is an in-
ducement to the use of that machine, not
to defend that which you possess but to
obtain more, or, at any rate, to establish
an ascendancy which, in the end, will
allow you to obtain more. "The power to
do ill deeds makes ill deeds, done." There
is no doubt that conscription is in
itself preventive of war. The Anglo-
Saxon race, hitherto, has resolutely
set its face against this system except to
meet a crisis. Great Britain herself has
never given cause for anxiety to any of
her neighbours by such action in time of
peace, and she does not evince any dis-
position to do so now, but the United
States is considering a proposal to embark
upon the policy of conscription for the
first time. There can be no doubt that
countries which follow the conscription
system lay themselves open to suspicion.

The State which presses all her able-bodied
citizens into the ranks of the army
and produces a trained fighting force
of millions where it was formerly
content with thousands must inevitably
sow suspicion and distrust and runs
the risk of reaping that which it has
sown. All its so-called preparation for
peace are apt to prove in the end but
preparations for war. Even mimis is
in this connection may be as dangerous a
quality as sheer pugnacity and vaulting ambi-
tion. At any rate, peace and armaments
must part company. The goddess must no
longer be allowed to go about in the guise
of Mars, trying to look mild-eyed over a
forest of lethal weapons. If we must con-
tinue arming—and he would be sanguine,
indeed, who regarded the recent struggle
as the final one—then let us be honest and
arm in the name of the god of War, even
although we seek but to save our own
lives and not to destroy those of others.

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A. C. Joseland, and Mr. W. E. Walker.

The *Shanghai Advertiser* states that the
Nanking, which arrived in Hongkong on
Thursday, brought nearly 14 million
dollars worth of gold for the Far East.
This is the biggest shipment of gold since
the embargo on its export was lifted
some weeks ago.

The Chinese in the International Set-
tlement of Shanghai have refused to pay
the increased municipal rates on the
ground of the stagnation of trade, and
the increased cost of living and because
they have no voice in the municipal
administration.

Mr. R. E. Lindell has granted the
application of the Canton authorities
for the extradition of three Chinese
charged with kidnapping. An old man
was released by the robbers when he paid
them a ransom of \$250. The men were
arrested in Yau-mai.

LABOUR STRIKE AT HOME ENDED:

"DIRECT ACTION" POLICY POSTPONED.

GERMANY TO FINANCE HER NATIONALS ABROAD.

IMMEDIATE CREATION OF A GERMAN MERCANTILE FLEET.

BRITAIN'S HEAVY EXPENDITURE. IMPORTANT MODIFICATIONS IN AUSTRIAN TREATY.

LATEST CABLES.

THROUGH REUTER'S AGENCY.

GERMANY.

IMMEDIATE CREATION OF A MERCANTILE FLEET.

Berlin, August 15th.

A telegram from Weimar states that at the National Assembly, Herr Erzberger outlined the Government's financial reorganisation policy. He mentioned the Government's intention to proceed immediately with the creation of a Mercantile Fleet, also to make State advances to Germans abroad.

The nation must raise 25,000,000,000 marks by annual taxation.

In view of the necessity of raising enormous sums, foodstuffs could not remain unburdened.

THE FREE STATE OF BAVARIA.

Cornstaden, August 15th.

A telegram from Hamburg states that the Bavarian Diet, by 165 votes to 3, adopted the new Constitution of the Free State of Bavaria.

The proposal to abolish titles of nobility was rejected.

BRITAIN'S NATIONAL EXPENDITURE.

MR. CHURCHILL'S STATEMENT IN THE COMMONS.

London, August 15th.

In the House of Commons, dealing with the general question of finance, Mr. Winston Churchill said that we had arranged that our forces on the Rhine would be reduced by October 31st to one strong brigade, and the Air Force to one squadron.

There were still over 400,000 German and Turkish war-prisoners needing 100,000 soldiers to guard them.

Permission had now been granted to repatriate the Turks, but although repeatedly sought, the Supreme Council had not yet authorised the War Office to repatriate the Germans.

The maintenance of 100,000 troops, of whom 20,000 were British, in Mesopotamia, was the principal main-spring of profligate expenditure.

Efforts to reduce the force had been resisted by officers on the spot. However, the War Office was inquiring if Mesopotamia could not successfully be policed by a judicious arrangement of armoured cars, aeroplanes and very fast tanks.

By similar methods, it was hoped to reduce the present force of 90,000 troops in Egypt and Palestine by half.

There were 60,000 troops in Ireland, compared with 30,000 before the war, but the Irish Executive was very strongly opposed to any reduction at present.

Moreover, until the troops in India could be brought home, we were forced to maintain a duplicate Indian garrison.

We had to maintain 100,000 men in France on garrison work, or leave valuable assets rotting on the ground, or raise a temporary civilian force.

We also had many thousands seriously wounded in hospital. Hence it was clear that it was not yet possible to control expenditure by policy.

The only means of reducing expenditure was to bring home the men as early as possible, and re-establish them in private industries. He was concentrating on this question.

Mr. Churchill emphasised that the most urgent problem was to reduce the cost of the national government, even if it involved the abandonment of many cherished schemes. He estimated the cost of reproducing the pre-war army at home at £25,000,000 and £75,000,000 abroad.

He had instructed General Frenchard that he must exceptionally finance a scheme within the limits of £25,000,000 annually.

LORD GREY OF FALLODEN TO GO ON A MISSION TO WASHINGTON.

London, August 15th.

In the House of Commons, at question time, Mr. Bonar Law stated that, pending the appointment of a permanent Ambassador, which would be made early next year, Lord Grey of Falloden had consented (Chiefs) to go on a mission to Washington, to deal expressly with questions arising from peace.

He was sure that the House shared in the warm appreciation felt by the Government of Lord Grey's patriotic action, which the Government thought would be of the highest value in its influence on the relations between the two Governments and the peoples. (Cheers.)

Replying to Commander Kenworthy, he stated that the Government would only be too glad if Lord Grey would accept the post permanently, but everyone who knew Lord Grey's disabilities would share in the satisfaction felt at his present action.

INTELLIGENT ANTICIPATION.

London, August 15th.

It was the impression in the Lobby yesterday evening that Viscount Grey had accepted the Ambassadorship at Washington.

ARMENIA.

A PLEA FOR RE-CONSIDERATION.

London, August 15th.

The Times, in a editorial article drawing attention to the deplorable condition of Armenia who is threatened by her enemies on all sides, urges the Government to re-consider its decision to withdraw the British occupying troops, in the interests of humanity.

THE AUSTRIAN TREATY ALLIES TO MAKE IMPORTANT MODIFICATIONS.

Paris, August 15th.

It is understood that the Peace Conference will consent to important modifications of the Treaty in favour of Austria, notably as regards financial repatriation claims and allocation of the old Austrian debt.

THE NEW AUSTRIA.

Paris, August 15th.

The Supreme Council has decided to recognise the new Austria as the Austrian Republic and not as German-Austria.

HOME GOVERNMENT IRREGULARITIES.

WHY NO PERSONS WERE PROSECUTED.

London, August 15th.

In the House of Commons, the Lord Advocate dealt with the recent allegations of irregularities, and defended his decision against prosecutions. He declared that, whereas the Public Accounts Committee Report made it appear that £25,000 or £30,000 were involved, the actual amount in respect of which he was approached was £288.

He condemned the lack of administrative supervision as regards the aerodrome contracts, and said that the confusion in which the accounts were would have prejudiced the Government's case in any prosecution.

The House received the statement very favourably. Mr. Churchill drew attention to the fact that the Treasury and War Office had ordered inquiries into the aerodrome contracts immediately, the situation was apparent.

DEAR LIVING IN FRANCE. CAMPAIGN AGAINST PROFITEERING IN FULL SWING.

Paris, August 15th.

A Havas message says:—The campaign which is being waged in Paris against the high cost of living is in full swing. It now extends even to the aristocratic *apartments* in Chaillet and Passy.

HUNGARY.

THE NEW ADMINISTRATOR.

Paris, August 15th.

A Havas message says:—Dispatches received in Paris state that Archduke Joseph has been nominated administrator of Hungary until the National Assembly elections.

RELA KUN TO ANSWER FOR HIS CRIMES.

Berlin, August 15th.

A telegram from Vienna says that the Government has been advised from Paris that it is responsible for the person of Mr. Bela Kun, who will be called upon to account for the crimes committed during the Soviet regime.

FEEDING OF CHILDREN COMENCES.

Paris, August 15th.

The American Relief Committee has begun the feeding of 20,000 children at Budapest. This does not involve the relaxation of the food blockade of Hungary.

CONSCRIPTION.

MR. W. CHURCHILL'S INTERESTING STATEMENT.

London, August 15th.

In the House of Commons, Mr. Winston Churchill made the interesting statement that next year there would be only two nations in the world free from conscription: Britain and Germany, of whom only one was acting voluntarily.

France, Italy, Russia, (both Bolshevik and anti-Bolshevik) Japan, and the United States, to say nothing of the small Powers, were all proposing to continue compulsory service. The United States proposed legislation embarking on that system for the first time as regards its peace-time policy.

THE PRINCE OF WALES ENTHUSIASTIC RECEPTION AT ST. JOHN'S.

St. John's, August 15th.

The Prince of Wales landed at 9 a.m. today and was accorded a very enthusiastic reception. Along the two mile route to the city the streets were decorated with triumphal arches.

The Mayor and the Chamber of Commerce presented addresses of welcome.

The Prince was entertained to luncheon at Government House, where the members of the Government and many officials were present.

THE ALLIED OCCUPATION. BELGIAN TROOPS AT MALMEDY.

Brussels, August 15th.

Belgian troops have occupied Malmedy. They were received with enthusiasm.

THE ROYAL AIR FORCE. CHARGES OF EXTRAVAGANCE REBUTTED.

London, August 15th.

In the House of Commons, Brigadier-General Seely, rebutting charges of extravagance against the Air Service, stated that, at the armistice, arrangements were made to produce 50,000 aeroplanes annually.

Since November 11th, 20,000 officers out of 36,000 and 293,000 out of 294,000 of other ranks had been demobilised; 210 aerodromes out of 298 had been given up; and 1,027 hired premises, out of 2,143 had been surrendered. He contended that the Air Force was worth maintaining. It had saved many million pounds and thousands of precious lives.

FRENCH CENSORSHIP OFFICIALLY ABOLISHED YESTERDAY.

Paris, August 15th.

A Havas message says:—The French censorship on telegrams is to be suppressed as from August 15th.

RUMANIA.

STIRRING WELCOME TO THE KING.

Paris, August 15th.

A Havas message says:—A despatch from Bucharest describes the enthusiasm of the population when the King entered the city. A demonstration was made in front of the French Legation, the "Marseillaise" being sung before the Royal Palace.

THE PARIS GARRISON.

RESUMES ITS PRE-WAR OCCUPATION.

Paris, August 15th.

A Havas message says:—Paris welcomed the troops of her garrison to-day. A review was held before the troops officially regained their barracks.

THE FIUME IMPASSE.

COMMISSION'S DECISION IN FAVOUR OF FRANCE.

Paris, August 15th.

A Havas message says:—The Commission appointed to inquire into the Franco-Italian incidents at Fiume has sent a report to the Peace Conference, which, although favourable to France, will not wound Italian susceptibility.

The Commission was presided over by a British General and held 23 sittings, examining 200 witnesses.

CRICKET AT HOME.

London, August 15th.

Notts beat Sussex by an innings and 7 runs.

Kent beat Hunts by an innings and 29 runs.

Somerset, Essex and Surrey v. Yorkshire matches were drawn.

LABOUR UNREST AT HOME.

"DIRECT ACTION" POLICY POSTPONED.

London, August 15th.

A conference of the Triple Alliance passed a resolution that, in view of the changed conditions, as well as the changed attitude of the Government towards the proposals of the Triple Alliance, the policy of "direct action" should be postponed.

STRIKE VIRTUALLY ENDED.

London, August 15th.

The Yorkshire Miners' Council has recommended the men to return to work. It is understood this virtually ends the strike.

WHY THE DECISION WAS REACHED.

London, August 15th.

Labour correspondents agree that the decision of the Triple Alliance was due to the unqualified opposition of prominent Trade Unionists inside and outside the Alliance.

There was growing evidence of opposition to "direct action" in the mining districts, pointing to the danger of a disastrous split, which would wreck the Alliance if the campaign persisted.

Yesterday's decision of the Executive is expected to be endorsed by the conference of delegates to which it has been referred.

The Yorkshire Miners' Council's admission of defeat is attributed to the revolution of strikers in favour of resumption, after the expenditure of £200,000 in strike pay, causing the Union funds to run low, the high prices also causing severe hardship on them.

EARLIER CABLES.

AN ABORTIVE CONFERENCE AT LEEDS.

London, August 15th.

There was an abortive conference of Yorkshire coal-owners and strikers at Leeds, to-day. The owners emphatically refused to discuss anything until the men had resumed work.

LATEST CABLES.

SCOURGE OF BOLSHIEVISM. ITALIAN FORCE LEAVES MURMANSK.

Rome, August 15th.

The Italian Commission and the expeditionary force left Murmansk on August 6th for Italy.

EARLIER CABLES.

GENERAL DENIKIN'S SUCCESSES.

Further official details of General Denikin's recent success show that his advance is continuing on the greater part of the South Russian front, against considerable enemy resistance.

General Denikin's capture of Kamishin is of greater importance than was at first estimated. His captures included 11,000 prisoners, 60 guns and an immense quantity of material. Two crack Bolshevik regiments were completely shattered.

Meanwhile, General Denikin's advance cavalry has effected a junction with the left wing of the Ural Cossacks near Eltonskoe, 85 miles south-east of Kamishin.

The effect of this junction with the left wing of Admiral Kolchak's Army is bound to be great, as a united anti-Bolshevik front now exists along the whole of East and South Russia, from the Northern Ural to the north-west corner of the Black Sea. In the latter area, only 50 miles separate General Denikin's left wing from the right wing of the Rumanian Army along the Danube.

The booty taken at the capture of Poltava included 135 railway engines, 1,200 wagons, 2 armoured trains and 20 guns.

AVIATION.

PROGRESS OF THE "GOLEATH."

CASE BLANCA, August 15th.

The aerodrome *Goleath* arrived here in excellent condition to-day, and has resumed her journey to Dakar.

A FRENCH CYCLIST'S FEAT.

Paris, August 15th.

The French cyclist, M. Poulain, has succeeded in covering 13 (1) yards at a height of one yard on a man-driven aeroplane.

THE JAPANESE IN SIBERIA.

AN EXTRAORDINARY PROCLAMATION.

A Vladivostok message to the *Asahi* says that Lieut. General Shiki has issued the following proclamation to the Russian inhabitants near Spasskaya:—

"Since the Japanese troops will pass near Spasskaya to-morrow those Russians who regard the Japanese as their enemy enemies should not meet them with such expressions of hostility. On the other hand, those who look upon the Japanese as their friends should welcome the Japanese troops with Russian flags in their hands. No hostile steps will be taken against anyone who may have been in their hands with the Bolsheviks before, provided they show you your allegiance to the Japanese troops. The welcome of the Japanese troops by the women alone will not be tolerated. Those male inhabitants who do not come out to welcome the Japanese will be regarded as Bolsheviks and will be dealt with accordingly."

The Japanese authorities often treat their own people like children, and it seems as though they show no racial discrimination in regard to the Russians. *Japan Chronicle*.

OUR FISCAL SYSTEM.

A TRANSITIONAL POLICY.

In the course of the debate on the question of measures for the prevention of dumping, initiated in the House of Commons on June 24th by Mr. G. Terrill,

Sir Auckland Geddes, speaking later, said they had got to realise that this country stood, as it were, between two worlds—the almost bankrupt world of Europe and the very prosperous world of America. Between these two worlds was a very difficult question of exchange. It was quite hopeless to imagine that any one tariff system would be effective against dumping in the case of a country whose exchange was in the relation which New York would bear to London, and one in which the relation was that of Berlin to London. It was absolutely impossible to think that the trade policy of this country was going to be solved along any or either of the old lines which had been so much discussed. There was no question that the whole question of British trade policy was urgent, but until the Government was in a position really to see what the post-war position was, it would be the height of folly to announce a policy.

The Government had adopted a perfectly definite policy for the transitional period. It was definitely announced in that House on March 10th that that policy would be reconsidered and reviewed before September 1st. It had never ceased to be under reconsideration and review.

There was no possibility yet—the hoped that soon there would be—in the best interests of the country of announcing the date a definite permanent trade policy would come into operation. Until peace was signed we might at any moment be faced by a completely changed situation in Europe. He could say, however, that the Government had worked out in full detail a permanent policy which, it believed, would best meet the situation which it expected to obtain when peace was finally concluded.

THE SCUTTLED FLEET. SOME SECRETS OF THE "LIMPET" SYSTEM.

BY C. J. CUTLICK HYNK.

Although the Admiralty have decided not to raise the wrecks of the German ships in Scapa Flow, the following account in *The Express* of a novel system of salvage will be read with great interest to-day.

The Hun, with hell in his heart, will have gone about his scuttling with careful thoroughness. It will not have been a case of merely opening sea-cocks. The whole scheme will have been plotted before the ships left Germany, and started on the very first day they swung to the hated British moorings in Scapa Flow and began to grow cowed on their bottoms. We must be generous enough to credit the Hun with brains—and hate.

Picture the details of what you would have done yourself under the same circumstances. The holding-down bolts to the countless manholes in the double bottom will all look perfectly normal to the inspecting eye, but patient hawk saw work will have made them as valuable for their job as so much patty.

The myriad compartments into which a modern battleship is honeycombed will be the same. They will all have collapsed with perfect regularity the moment water pressure pushed against them. Decks, too, will open up like venetian blinds the moment the salvage fleet starts to try lifting with its favourite compressed air.

For steady mole-work, we shall find the Hun preparation on its fleet some of the completest in mechanical history. You will see that there has been no hurry about it, and nothing scamped.

A DEAD LIFT.

After the first survey I fancy the divers will report the ships are like fishing nets, and somebody will trot out the old definition about a net being a lot of holes held together with string. A man who has just successfully weighed and brought to shore a 600-ton cargo liner that had been blown into three separate parts by Schwartzkopfs, suggests to me that the only method of salvage will be to pump out Scapa Flow so that one can tackle the job with wheelbarrows.

Now the toughness of a modern steel-built ship, even after abominable ill-treatment, is extraordinary, as scores of torpedoed hulls now in the repairing docks will testify. And the warship is far more toughly built than the humble freighter or the passenger liner. She may be reduced to fishing net value for floating purposes, but there is mighty little "give" in the strings that hold the holes together. Given a cavity that will hold pumped down air, and modern salvage tackle will pull up anything. But the capable Hun will have left no such cavity. It will be a case, then, of a dead lift. But how is one going to get a hold?

The simplest method is to pass lines down steel lines—underneath the wreck, make fast to lifting vessels on either side, and when the tide rises, and raises the wreck off the sea floor, tow her towards a beach till she grounds. And so on with the next tide, and so on, till she shows above water at the bottom of the job and can be worked upon.

But with these ponderous masses of ship and armour-plate and gun heddled deep in the ooze and sea-grass of this windy northern fjord, how are you going to get those lines under the wide flat bottoms? I don't know whether it can be managed with the enormous weight that will be pressing down always from above. But there is an alternative. A salvage ship will hover over each of these huge wrecks in turn, and will lower over her side a thing called a limpet. As a matter of fact there will be a series of limpets, slung together with wires and ropes, so that they do not get snarled up in the tideway.

ORIF OF THE MAGNET.

To the outward eye the limpet looks remarkably like a rectangular mass of twisted iron, with certain pendulous attachments, one of which is the wire rope on which it is suspended. However, down it goes into the muddy, swirling water, vertically or otherwise, as the tide permits, till it is checked by the windward on board, who knows the soundings, and stops lowering when the limpet is the distance he desires from the sea floor.

Then somebody throws over a switch, and the limpet gets busy. Hitherto it has been merely a mass of rusted iron. Now it is an active magnet, hungrily for iron or steel as a collier hungrily for more pay and less work. It gets to grips with the wreck, and—here is where its usefulness comes in—if it has not grappled at a suitable part it lets go, and hunts elsewhere. But when it has grappled at a good solid part of the structure, then it drags further activities. It grunts to the kick of a motor, and from its stomach drills sprout, which eat their way into the side of the wreck, and then, when they are well-embedded, stop.

Then the lump of rusted iron, abruptly ceases to be a magnet, and its hold on the wreck's side fades away, and it is hauled up by the windward wire, and is re-charged with more drills and sent off to work elsewhere. But so each of the drills it has left behind snuggled into the flank of the wreck, (and they are hefty pieces of steel—two inches in diameter) there is made fast a still better wire rope, which leads upward to the surface.

There is the secret of the whole limpet system, which was patented during these days of war: screwing on cables made fast to them till they are enabled to lift with, and then lifting by brute force. Given that you had enough brute force, the rest is easy. As I said, the tides are kind enough to help.

The salvage, then, will be simple enough, but the bill will be heavy. What I want to know is, who is going to pay that bill?

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To prevent or remove indigestion, it is necessary that stomach, liver and bowels—the principal organs of digestion—do their work naturally and efficiently. Mother Seigels

REMOVES INDIGESTION

Syrup will help them to do this by toning, strengthening and stimulating them to healthy activity. Try the effect of a few doses after meals and note the improvement in your general health.

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Its perfect fit and scientific construction preventing that annoying clogging and evaporation of the ink which attends the use of the old-fashioned dip pen or the cheap and nasty type of fountain pen. The "Swan" has a perfect ink-feed, is fitted with a gold nib, iridium tipped, does not leak, and is easily filled and cleaned.



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JOHNNIE WALKER,
"White" Label,
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JOHNNIE WALKER,
"Red" Label,
Over 10 years old.
JOHNNIE WALKER,
"Black" Label,
Over 12 years old.

Guaranteed same Quality throughout the World.

To safeguard these ages our policy for the future is the policy of the past. First and foremost to see that the margin of stocks over sales is always large enough to maintain our unique quality.

To be obtained from the Sole Agents for China:
CALDBECK, MACGREGOR & CO.,
Hongkong, Canton, Shanghai, Tientsin, Peking, etc.
JOHN WALKER & SONS, LTD.,
Scotch Whisky Distillers, Glenglassgow, Scotland.



WAR-SUNK MILLIONS. BRITISH PLANS FOR THEIR RESCUE.

The biggest treasure hunt in the world's history is just beginning. It is a search for treasure buried at the bottom of the seven seas.

Never have the waves concealed so much wealth. Thousands of ships with precious cargoes have, during the past years of war, been sent to the bottom. Davy Jones's locker is full and brimming over.

Will anyone save these ships? It is a question every man has asked himself at some time or other. The answer is "Yes." In an office in Leadenhall Street is an energetic young officer just home from France. He is managing director of the All Seas Marine and Salvage Company (Limited). His name is Major Young, a name famous in the history of marine salvage, the son of Commodore Young, who, till lately, was the head of the Admiralty Salvage Department. He sits surrounded with charts of many oceans and lists of GERMAN SHIPS.

Before the war, he told an *Evening Standard* representative, "salvage was chiefly done by underwriters to protect themselves. There were a few small salvage companies, and a big German company which practically had a monopoly. All this has altered. There are now thousands of ships to be saved, and the Hun company is not going to save them! This company of ours is the first big commercial concern of its kind. Every sea has its wreck, and the sum total of the sunken wealth is enormous. I am off to Murmansk soon to investigate the immense number of wrecks there."

You are confident of success?
Absolutely. We have already got more work than we can do. The Admiralty are withdrawing from salvage work this month, so as not to compete with private British enterprise. The opportunities are illimitable.

Tell me some of the latest things in marine salvage.

As you know, salvage is a dangerous job, and more so now than ever. We pay very high wages. The smallest is 14s. a day. Motor engineers get 21s. a day, and divers 21s. a day and an extra 7s. per hour for every hour they spend below water. We have a number of expert and valuable divers from Messrs. Sigsbee Gorman.

Now, in the old days when you salvaged a ship with a hole blown in her it was usual to send down a diver, patch up the hole, and pump out the water till the vessel floated. Now we don't patch up the hole at all.

We erect air pumps which with tremendous pressure force out all the water from the wreck, the pressure being so great that the water is kept out, and the hole so to speak—is patched by a wall of water. The vessel then rises full of air, and is, like this, towed to dock.

Are you out to save only valuable cargoes?
On the contrary. Ships now are very valuable. A 3,000-ton steamer which before the war was worth £10,000 is now worth anything from £50,000 to £100,000. You see the value in saving them, quite apart from the cargoes.

Have you ever thought of saving lost galleons?

I am fully aware of the romance of salvage, but there is more profitable work now in saving less picturesque craft. I have heard that people have been down to Armada wrecks, and I have heard that they have fished up doubloons and Spanish moldores. I have also heard that the doubloons were bought in the Strand and casually taken to the wreck.

Are there any thrills associated with salvage work?
The work is one long thrill. I think there is no harm in telling the story of the submarine which during the war sank with open ventilators.

A WONDERFUL RESCUE. About 40 on one side of the submarine were drowned, the other 40 were cooped up on the other side of the ship alive, saved by water-tight doors.

My father was near and rushed to the scene of the disaster. He succeeded in getting a pipe down to the imprisoned men, and signalled to them, that he would save them, by flashing Morse at them from a lamp at his end of the tube. He ran a telephone wire down the tube to them, and actually sent them food.

Eventually he got them out alive by tilting up their end of the ship and cutting through a plate.

That is one of the romances. Our work will not be so thrilling, but it will have its good points. A slight indication of wealth at the bottom of the sea it is interesting to note that during the war the Admiralty recovered £40,000,000 worth of goods.

WHEN MONEY WAS SAVED.

The most precious cargo was three quarters of a million in gold and silver from the *Imperator*. Major Young is at present salvaging the *Lake Erie*, off Cardiff, and he is looking forward to a vigorous attack on Davy Jones's locker off the Russian coast before many weeks are out.

CLOTHES' PROFITEERS.

Sir Arthur Goldfinch, Director of Raw Materials, presiding recently, at a meeting of the Wool Council at Caxton House, Westminster, said there never had been such a large stock of wool in the country as at present, and he believed it to be true not only of wool in bulk, but of every grade of wool.

Several Labour speakers pointed out that though wool supplies are much more than sufficient, prices are going higher and higher as stocks become larger. Every section of the trade disclaims profiteering, but the customer knows that there must be profiteering somewhere.

Mr. Whitbread gave an instance. Jumpers or sport coats, priced in London shops at rates varying between three guineas and seven guineas, contained at the utmost 15s. worth of yarn, he said. It can be seen, therefore, what a small effect the spinners' profits have on such goods. Something similar applies to gentlemen's suits at twelve or fourteen guineas.

A committee, with Sir Charles Sykes as chairman, was appointed with the object of bringing prices down.

THEATRE ROYAL.

RETURN ENGAGEMENT FOR A SHORT SEASON OF
The most Popular Company that ever played in Hongkong.

BANVARD'S AMERICAN MUSICAL COMEDY COMPANY, IN A REPERTOIRE OF BRAND NEW MUSICAL TREATS.

LAST NIGHT
TO-DAY AND TO-NIGHT
SATURDAY MATINEE at 4.15 p.m.
and at 9.15 p.m.

Presenting

"HELLO HAWAII"

Bookings now at MOUTRIE'S—Curtain 9.15 p.m.

Prices \$3 \$2 & \$1.

Reserved Seats will be Sold unless paid for by 2 o'clock,
2 days previous to performance.

We sell only

Pianos of Merit

but they are not necessarily
expensive, you can buy one

for \$450.

The Robinson Piano Co., Ltd.

"LA MINERVA" CIGARS.

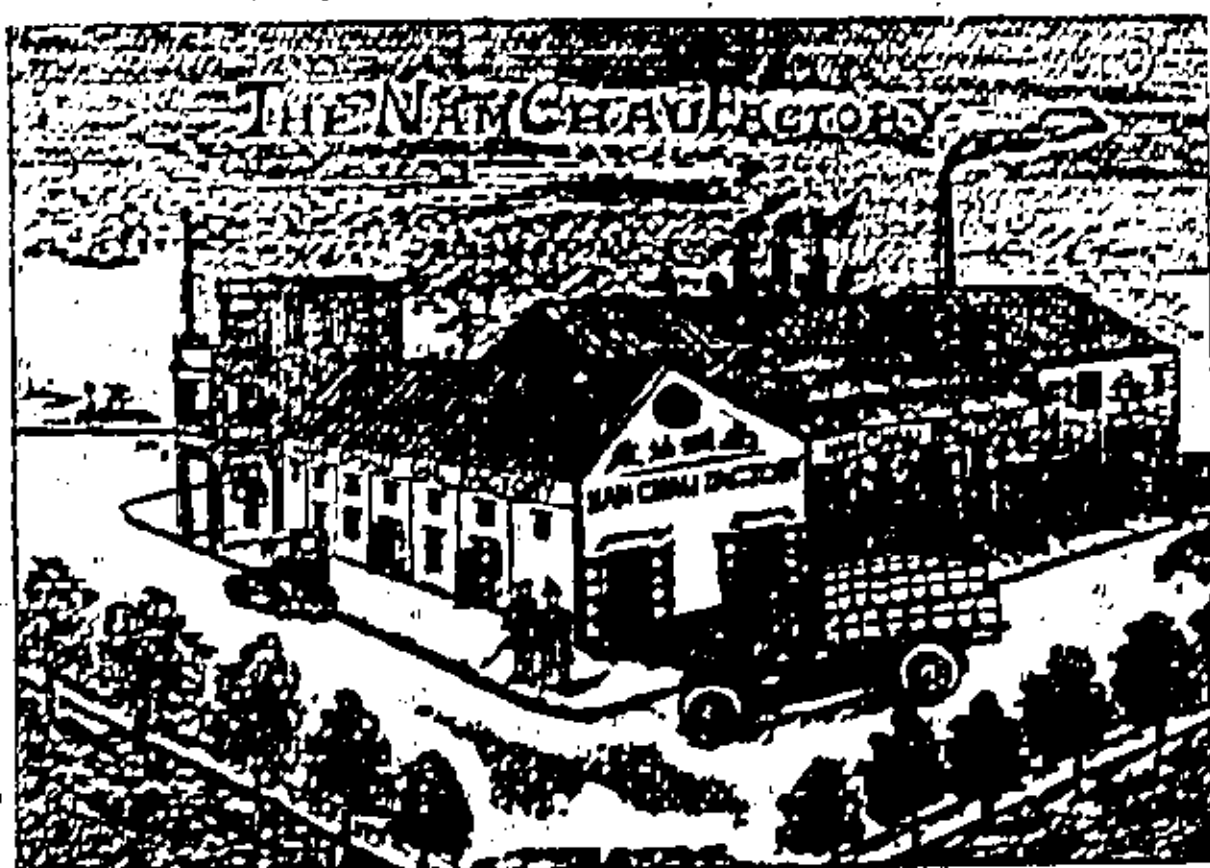
have that purity and fragrance that appeal to
all smokers.

Established in the year 1883, and with all the
experience and wisdom gained in the Manufacture
of Cigars for over thirty years, it is not to be
wondered at that these Cigars are so popular.

Some of the shapes kept in stock:

Monte Carlo, Fancy Tales, Ministros, Monarcas,
Imperiales, Perfectos, Estrellas, Reina Maria, Especiales.

AT
LANE, CRAWFORD & CO.



IMPORTANT NOTICE.

IN Manufactures the most Important Point is Improvement, and in Dietetics
Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or
Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not
guarded against. Our Method shows a great advance. By the use of New Machinery
and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil, while our Factory is Free from
Dust. Our Oil is Clear, Sweet and Fragrant; and Compared most favourably with
other Oils used for Culinary purposes: there is no residue.

Prices are moderate so as to induce new business.

Analysis is always given before Shipment to Foreign Countries.

NAM CHAU OIL FACTORY,
Office:—No. 23, Cross Street, West, HONGKONG.
Factory:—No. 23, Kwei Lin Street, SAMSHUIPO.

This Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.
FROM LONDON, COLOMBO AND
STRAITS.

THE Steamship

"GLENIFFER"

having arrived from the above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by Aug. 16th, 1919, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas on Aug. 16th, 1919, at 10 A.M. Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, August 8th, 1919. [1100]

NOTICE TO CONSIGNEES.

S.S. "COLUMBIA", VOY. 11-OUT.

FROM SAN FRANCISCO, HONOLULU,
JAPAN PORTS, SHANGHAI AND
MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Aug. 14th, at 10 A.M., and Aug. 15th, at 10 A.M.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognised.

No Claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Aug. 16th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY
Alexandra Buildings.

Hongkong, August 9th, 1919. [1101]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"NAMSANG"

having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained. Goods not cleared by Aug. 16th, at Noon will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, August 12th, 1919. [1114]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON,
BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for
Batavia, American, Continental,
and South African Ports.

THE Homeward Mail Steamer

"DUNERA"

carrying His Majesty's Mail, will be despatched from this port about SEPTEMBER 7th, 1919, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Bulk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London.

Parcels will be received at the Office until 2 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc. Apply to—

MACKINNON, MACKENZIE & Co., Agents.

P. & O. S. N. Co.

Post Box 112,
22 Des Vaux Road Central.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to RHRA, DELAGO BAY, DURBAN (Name EAST LONDON, PORT ELIZABETH and CAPE TOWN) with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to RHRA, DELAGO BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(REDFERN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Rens & Co., Canton.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI	"HANGCHOW"	On 16th Aug. 5 P.M.
SAIGON	"KANSU"	On 16th Aug. 3 P.M.
HOIHOW and SINGAPORE	"KANSU"	On 17th Aug. 10 A.M.
SHANGHAI	"CHUAN"	On 18th Aug. 4 P.M.
SHANGHAI	"SUINAG"	On 19th Aug. D'light
SWATOW and BANGKOK	"HUPH"	On 19th Aug. 11 A.M.
SHANGHAI	"YINGCHOW"	On 20th Aug. D'light
SHANGHAI	"CHEKIANG"	On 21st Aug. 4 P.M.
WHEATON, CHEFOO & TIENTSIN	"HUICHOW"	On 26th Aug. 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephone 38

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 8 to 10 Days).

"QUINNEBAUG"	Capt. J. Medina	SUNDAY	17th Aug. at Noon
"HAIHAN"	Capt. A. H. Stewart	TUESDAY	19th Aug. at 1 P.M.
"HAIHONG"	Capt. J. W. Evans	SUNDAY	24th Aug. at Noon

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

PACIFIC MAIL S.S. CO

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS

"ECUADOR," "VENEZUELA" AND "COLOMBIA."

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, KORE, YOKOHAMA AND HONOLULU.

THE "SUNSHINE" BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

Sailings from Hongkong at Noon	
The SS. "WEST CONOB" will sail from this port on or about August 16th, for the usual route of call.	
S.S. "VENEZUELA"	Sept. 10th, 1919.
S.S. "ECUADOR"	Oct. 8th, 1919.
S.S. "COLOMBIA"	Nov. 5th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin and the attendant care on passengers cannot be surpassed.

Tickets are interchangeable with the TOTO KISS KAMA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.

For further information rates, literature, schedules, etc., apply to

Telephone 41 COMPANY'S OFFICE in Alexander Building, Canton Road.

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at MARSEILLES about	Due at LONDON about
NAGOYA	20th August	2nd Oct.	11th Oct.
KHIVA	23rd October	25th Nov.	4th Dec.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due at BOMBAY about
DUNERA	7th Sept.	26th Sept.

FOR

CALCUTTA VIA STRAITS & BANGKOK.

ARRATON APCAR	2nd Sept.	25th Sept.
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SHANGHAI, MOJI, KOBE AND YOKOHAMA.

SS.	Leave Hongkong about	Due at SHANGHAI about
DUNERA	25th August	SHANGHAI On 1st

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company. (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to
MAORINNON, MACKENZIE & CO.,
Agents.
22, Des Voeux Road Central, HONGKONG.

N. Y. K.
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (omitting Keelung & Shanghai) Friday, 23rd Aug., at 11 a.m.
FUSHIMI MARU (omitting Manila) Friday, 19th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

INABA MARU Friday, 22nd Aug., at Noon.
KAMO MARU Friday, 8th Sept., at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU Wednesday, 20th Aug., at 11 a.m.
TANGO MARU Wednesday, 24th Sept., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

BOMBAY & COLOMBO via Singapore.

KOSOKU MARU Wednesday, 3rd Sept.
HWAH-WU Middle of September.

CALCUTTA & BANGKOK via Singapore & Penang.

HEINAN MARU Monday, 8th Sept.
TANGO MARU Saturday, 23rd Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

ATSUGA MARU Monday, 18th Aug., at 4 p.m.
BOMBAY MARU Thursday, 21st Aug.
SHIDZUKA MARU Thursday, 4th Sept., at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.).

TAJIMA MARU (Marseilles & Liverpool) Friday, 22nd August.
WAKASA MARU (London & Antwerp) End of September.
TSUYAMA MARU (Marseilles & Liverpool) End of September.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293.

Y. YASUDA, Manager.

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
PERIA MARU	8,000	Aug. 23rd.
KOREA MARU	30,000	Sept. 10th.
NIPPON MARU	11,000	Sept. 25th.
TENNYO MARU	22,000	Oct. 2nd.
SIBERIA MARU	30,000	Oct. 10th. (from Yokohama)

* omitting call at Shanghai

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.

TRENCH BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong
ANYO MARU	18,500	Sept. 10th.
SRIYO MARU	14,000	Nov. 4th.
KIYO MARU	17,800	Jan. 9th, 1920.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports at Call in Japan free of Charge. For full information as to rates, sailings, etc., apply to—

Telephone 2274 and 2275.

T. DAIGO, Manager
King's Building

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE.
SHANGHAI, KOBE	"PORTHOS" 20,000	On or about 29th Aug.
YOKOHAMA	"PAUL LECAT" 20,000	On or about 14th Sept.
	"SPHINX" 20,000	On or about 11th Oct.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID	"ANDRE LEBON" 22,000	On or about 28th Aug.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

Telephone 740.

J. TOURNET,
Acting Agent,
Queen's Building.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.
"ALTA MARU" Friday, 23rd August.
"ALANKA MARU" Saturday, 30th September.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN AND CAPE TOWN via SINGAPORE.
"TACOMA MARU" Wednesday, 10th September.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.
"BURMA MARU" Sunday, 3rd August.

SAIGON BANGKOK, SINGAPORE—Regular Monthly service.
"SEISEN MARU" Monday, 1st September.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.
"LUZON MARU" Beginning October.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" Monday, 18th August.
"CANADA MARU" Monday, 1st September.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.
"BOSEU MARU" Thursday, 23rd Aug., at 8 a.m.

For KEELUNG via SWATOW AND AMOY.

For sailing dates and further particulars please apply to—
Y. YASUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry)

"CHINA" (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" Aug. 22nd, 1919.

"CHINA" Sept. 11th.

An unsurpassed high-class passenger service.

O. H. EITLER, Freight and Passenger Agent,
Ice House Street.
Tel. 150

